

The Hong Kong Daily Press

No. 5230

號十三百二十五第

日十初月七年戊甲港同

HONGKONG, FRIDAY, 21ST AUGUST, 1874.

五拜禮 號十二月八英 香港

PRICE \$2 PER MONTH.

Arrivals.

August 20, LEONOR, Spanish steamer, 400
M. Emanuele, Amy 18th August.
General D. LAPRAIK & Co.
August 20, REGINA, British steamer, 605
Harrison, Saigon 17th August, General
LÉMIRE.

Departures.

August 20, PEAK, str. for Saigon
August 20, EMU, str. for Manila
August 20, KWANG-TUNG, str. for East
Coast.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
AUGUST 20th.
Rosa, for Manila.

KWANG-TUNG, str. for East Coast.
EMU, str. for Manila.

Emu, str. for Singapore.

Patriot, str. for Singapore and London

Passengers.

ARRIVED.
Per Leocon, str. from Amy :—
100 Chinese.

Per Regia, str. from Saigon :—
126 Chinese.

DEPARTED.

Per Kwang-tung, str. for East Coast :—
100 Chinese.

Per Emu, str. for Manila :—
1 Indian.

TO DEPART.

Per Patriot, str. for Singapore and London :—

For Singapore.—20 Chinese deck. For London.—Mr. W. Baily, 7 European cabin.

Reports.

The Spanish steamer Leonor reports left
Saigon on 15th August, and had fine weather
throughout.

The British steamer Regia reports left
Saigon on 15th August. Had very unequal
weather during the passage; latter part strong
S.E. and Easterly winds with heavy rain.

Vessels Expected at Hongkong.

(Corrected Midday.)

Vessel's Name Date.

Decatur.....Cardiff.....Jun. 15

Alejandro.....New York.....Feb. 10

Frances.....Shields.....Feb. 19

Arcoa.....London.....Mar. 3

Atlantic.....Penarth.....Mar. 21

Dan.....Portsmouth.....Apr. 3

Gloria.....Plymouth.....Apr. 20

Sir Harry Parkes London.....May 10

W. G. Platner, Cardiff.....May 12

Falcon.....London.....May 23

Frederick Taylor, Cardiff.....May 25

Eugenio.....Cardiff.....Jun. 2

Hopewell.....London.....Jun. 10

Kingfisher, Castleford.....Jun. 13

Carabao.....Glasgow.....Jun. 15

Penitentiary.....London.....Jun. 18

Stefano.....Pembroke.....Jun. 18

Lord Macclesfield, Liverpool.....Jun. 20

Sir Harry Parkes London.....May 10

W. G. Platner, Cardiff.....May 12

Falcon.....London.....May 23

Frederick Taylor, Cardiff.....May 25

ALLIQUOT Sales To-day.

LANE, CRAWFORD & CO.,
At 12 noon.
Sunday Goods, &c.

FOOCHOW DOCK.**PA GOA ANCHORAGE.**

THE above Granite-wood DOCK has lately
been REINFORCED to 400 feet overall
and is now capable of receiving vessels up to
300 feet on the keel. The breadth of the Dock
at the bottom is 40 feet, at the top 90 feet, and
the width at the entrance is 50 feet. Depth of
water on the sill 12 feet, at average neap; and
17 feet at average spring tide.

The Dock has a Caisson Gate and is pumped
out by steam.

THE DOCK is ready for iron and brass
coatings which recently been added.

The Machine Shop contains a 12-inch Screw
Cutting Gantlet, Small Lathes, Drilling and
Screwing Machines, Steam Saw Mill, Large
Smithy, &c. & c.

Dry Goods are on the premises, available
for stowage of cargo, &c.

Large stock of Timber, Metal, and other
Dry Goods.

Yards booked for examination, remade, &
repaired, repaired also in dock, and iron ships cleaved and painted, at
moderate charge. Particulars can be obtained
at the Dock, or on application to the undersigned.

The Steam Tug Weaving is in thorough
working order, and is available at all times to
tow vessels of all descriptions, &c. & c.

JOHN FORSTER & Co.

16/109 Foothill, 13th June, 1874.

THE UNDERSIGNED begs to inform the
Public of

HONGKONG, HU-NAM, AND GANTON

that he has shops established at those places in
the name of HONG KEE.

In HONGKONG, at the Central Market,

No. 12, he has constantly on hand BEEF,

MUTTON, POULTRY, BREAD, VEGETABLES,

AND OILMILL'S STORES, &c.

of the best quality.

HO-NAM and GANTON SHOPS, the
foregoing articles with the addition of SPICED

SODA WATER, &c., and GAME when
in season.

Gentlemen and Families desirous of patronizing
him, are requested to apply at his shop
as above, where a list of prices of articles will
be furnished, which will be supplied at the same
rate all the year round.

HING KEE.

19/22 Hongkong, 13th May, 1874.

TRINIDAD COLONIAL LIFE AND
FIRE INSURANCE COMPANY OF
BATAVIA.

THE Undersigned, having been appointed
Agents in Hongkong for the above Company,
call SPECIAL ATTENTION OF
SHIPPIERS to the low rates of premium
allowed for the insurance of their goods
when shipped to ports in China, Japan, the
Philippines, and the Straits. On risk to all other
ports the Brokerage will be FIFTEEN PER
CENT. (15%) only.

SIEMSEN & CO.,
Agents.

of 1028 Hongkong, 1st July, 1874.

OFFICE OF THE CHINA TRADERS' IN-
SURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the undermentioned
Local Insurance Offices will charge the
following Rates of Premium per Steamer on
Sea Canal, being those now current in London
and Liverpool, &c. & c. & c. & c. & c. & c.

THIRTY-THREE AND ONE-THIRD PER
CENT. (33 1/3%) will be allowed
on risks to ports in China, Japan, the
Philippines, and the Straits. On risk to all other
ports the Brokerage will be FIFTEEN PER
CENT. (15%) only.

EDWARD NORTON & CO.,
Agents.

of 241 Hongkong, 22nd January, 1874.

NOTICE.

ON and after this date the above Company
will allow a Brokerage of THIRTY-
THREE AND ONE-THIRD PER CENT.
(33 1/3%) on Local Banks only.

EDWARD HEARD & CO.,
General Agents.

of 376 Hongkong, 1st June, 1874.

THE QUEEN INSURANCE COMPANY.

CAPITAL, TWO MILLION STERLING.

THE Undersigned having been appointed
Agent for the above Company at this
port, are prepared to grant Policies against Fire
to the extent of £10,000, on Buildings or on
Goods stored therein.

EDWARD NORTON & CO.,
Agents.

of 241 Hongkong, 22nd January, 1874.

Banks.

COMPTOIR D'ESCOMpte DE PARIS.

INCORPORATED BY National Decree of
7th and 8th March, 1848, and by Imperial
Decree of 25th July, 1854, and 31st December,
1858.

RECOGNISED BY THE INTERNATIONAL CON-
VENTION OF 30TH APRIL, 1863.

HEAD OFFICE—14, Rue Bertrand, Paris.

AGENCIES—At Nantes, Lyons, Marseilles,
Rouen, Brussels, Alexandria, Bombay, Cal-
cutta, Hongkong, Shanghai, Saigon, Siam,
Tunis, and Yokohama.

LONDON OFFICE—14, Leadenhall Street,
E.C.

AGENCIES—At Naples, Lyons, Marseilles,
Rouen, Brussels, Alexandria, Bombay, Cal-
cutta, Hongkong, Shanghai, Saigon, Siam,
Tunis, and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

To be Let.

TO LET.

HOUSES Nos. 2, 4, and 6, in Hollywood
Road, lately forming part of the "Hotel
d'Europe." Apply to

DAVID SAUSSON, SONS & CO.,
1783 Hongkong, 19th May, 1874.

TO LET.

THE PREMIER situate in Queen's Road
Central, known as the "CROWN AND AN-
CHOR TAVERN." Apply to

GILMAN & CO.,
184 Hongkong, 23rd May, 1874.

TO LET.

1784 Hongkong, 23rd May, 1874.

TO LET.

1785 Hongkong, 23rd May, 1874.

TO LET.

1786 Hongkong, 23rd May, 1874.

TO LET.

1787 Hongkong, 23rd May, 1874.

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1788 Hongkong, 23rd May, 1874.

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1789 Hongkong, 23rd May, 1874.

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1790 Hongkong, 23rd May, 1874.

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1791 Hongkong, 23rd May, 1874.

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1792 Hongkong, 23rd May, 1874.

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1798 Hongkong, 23rd May, 1874.

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1799 Hongkong, 23rd May, 1874.

TO LET.

1800 Hongkong, 23rd May, 1874.

TO LET.

1801 Hongkong, 23rd May, 1874.

TO LET.

1802 Hongkong, 23rd May, 1874.

THE CHRONICLE & DIRECTORY
FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and valuable information, the value of the CHRONICLE AND DIRECTORY FOR 1874 has been further augmented by a

CHROMO-LITHOGRAPH

OF A PLAN OF THE CITY OF CANTON,

- THE FOREIGN SETTLEMENTS, OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PRAK:

- also of THE VARIOUS HOUSE FLAG (Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN,

and of the THE COAST OF CHINA

- also, etc.

NEW CODE OF CIVIL PROCEDURE HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at \$5; or with the Lists of Residents, Port Directories, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily News Office, or to the following Agents:

Mexico Messrs. J. P. DA SILVA & Co.
Santiago " GUILLEN, NARDO & Co.
Montevideo " WATSON, NICHOLLS & Co.
Buenos Ayres " HENRY & Co., Shanghai,
Naples " HENRY & Co., Shanghai,
Shanghai " HALE & HOLLY,Honduras and River Ports " HALE & HOLLY & Kelly
Chile and Paraguay " HALE & HOLLY & Co., Shanghai,
Tucuman and Patagonia " HALE & HOLLY & Co., Shanghai,
Nagasaki, The O. & J. TRADING CO.,
Hiroo, Osaka, The O. & J. TRADING CO.,
Yokohama, Messrs. LANE, CRAWFORD & Co.,
London Mr. C. D. MOSS, Japan Gazette
Manila Messrs. DE LOZAGA & Co.,
Singapore, S. & T. TOWN & Co.,
London Mr. E. ALBEE, Clement's Lane,
Geo. Street, 30, Cornhill,
Messrs. BATES, HENRY & Co.,
San Francisco, Mr. L. F. FISHER, 21, Merchants' Exchange.

The Daily Press

HONGKONG, AUGUST 21ST, 1874.

We should very much like to know how it is that Mr. H. O. Brown, of the Imperial Maritime Customs, who we understand is a British subject, is aiding the Chinese in Formosa in the formation of a camp there. Section VI. of the Order in Council for the Government of British subjects relating to China provides that any British subject who takes part without license from Her Majesty, of which shall lie with the accused, in the service of the Emperor of China against any person engaged in carrying on war, insurrection or rebellion shall be deemed guilty of a misdemeanour, and shall be liable to imprisonment for any term not exceeding two years with or without hard labour, and with or without a fine not exceeding five thousand dollars, or to be fined not exceeding five thousand dollars without imprisonment.

In the face of this, however, we find Mr. Brown aiding the Chinese in a war against a power with whom Great Britain is at war of amity, and with whom we certainly have more reason to sympathize than with the Chinese. We may safely presume that Mr. Brown has not received any license from the Queen, as it is not likely that the Home Government, careful as it is to avoid complications of all kinds in these parts, would allow any one to take part with its sanction in such an affair as the present war between China and Japan. It is, of course possible that Mr. Brown has received the sanction of the British Consul at Canton; but this is hardly likely, as granting such a license would be clearly a very ill-advised step at the present moment, and is therefore one which it is little likely has been adopted. Except, therefore, upon one or the other of these improbable hypotheses, Mr. Brown is deliberately going counter to a most important provision in the Order in Council, and it will remain to be proved whether this is to be allowed. It may possibly be urged that he is not absolutely in the service of the Emperor of China, but only in that of the Local Authorities; but should a special place of description be put in, it is obvious that it cannot be held to be valid; as though it may literally be the case, it cannot be recognized in any manner connected with our diplomatic relations, which are founded upon the assumption that the Emperor of China has undivided authority throughout the Empire, and will not recognize any independent action on the part of Provincial Authorities. In regard to the provisions of the Order in Council which is designed to carry out the terms of the treaty, being in the service of one of the Provincial Authorities is, therefore, clearly the same as being in the service of the Emperor of China.

It is most impolitic that any interference of this kind should be permitted, and except some such reason as we have above suggested as possible, though by no means probable, exist as an excuse for Mr. Brown's taking a part, we trust that some cognizance will be taken of the matter. It was only a few days ago that General LIKHENG was arrested at Amoy for taking the part of the Japanese; and it will surely be a curious inconsistency if Americans are amenable to law for aiding one side, while British subjects can with impunity aid the other. It was long ago decided by the highest authorities at home that it is extremely undesirable that any such interference should take place, and the result of this decision was the rule in the Order in Council above quoted. The Taiping Rebellion afforded too severe lessons of the

effect which permitting our subjects to be mixed up in filibustering must produce, and the results of the Gordon campaign showed that even where license was granted by our authorities to officers to offend there was no security against our good name being assailed by our becoming mixed up in the most atrocious deals. Gordon, was distinctly promised before the taking of Soochow that the lives of the rebel chiefs should be spared, and sent this intimation to them, on which they surrendered the city. No sooner had they done so than they were seized by the Mandarins in the Imperial Force, and barbarously executed to a man. Gordon, upon this, resigned, but what cared the wily mandarins? They had gained their end by their abominable treachery. They had the city and if Gordon then resigned, it was probably what they looked for and wanted—as he had served his turn, having enabled them to take back the coveted strong hold, and his retirement would leave them all the more glory—including in their estimation that attaching to the execution of the Wong.

This one instance of the effects of aiding suni-barbarous Governments in carrying on warfare is quite enough to show the extreme impolicy of such a course. We have beyond any question incurred lasting hatred by the line of action we adopted in respect to the Taiping. This is the first of the effects of aiding suni-barbarous Governments in carrying on warfare is quite enough to show the extreme impolicy of such a course. We have beyond any question incurred lasting hatred by the line of action we adopted in respect to the Taiping.

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Extracts.

LEARNING TO ROW.

Down at the river, learning to row,
Cupid-like Liris, true-hearted Joe,
Bent like an eggshell, buoy'd in sun,
One that Thales' self might prize,
As happy they as the day was long,
Their lives as sweet as old love-songs.
In each breast throb'd a loving heart,
Only the length of the long part.
Gay little girls, sprightly and fair,
Wining hearts with pliant air;
Wining hearts be thrown away,
Life is to her a pale day.

When poor Joe lefts of a pale life,
Away from the city's wise and strife,
She sang to herself, "The world is wide,
When I wed I'll be a rich man's bride."

So pretty Liris' willow way,
Sent her true lover's heart astray,
But when the days were grey and drear,
In the sad winter of the year,
She would often soley say,
"O for what I have aye,"
When I gaily learned to row
On the river, long ago."

Joe did his work, tiding his time,
His nature strong and pure and fine,
Till fresh Liris, wier grown,
And longing now to share his home,
Came evly saying, "Dear old Joe,
Once more teach me how to row."
Now in our boat their sources find,
Down Finn's river to the end.

—ANNIE A. PASTON.

COOMASIE.

According to Bowditch, who was there on a political mission in 1817, Coomasie is built upon the side of a large rocky hill of iron-stone. It is insulated by a large marsh close to the town northwards, and by a narrow stream, half a mile distant from it north-west, and sixty yards broad; close to the north-east, east, south-east, and south, and about a hundred, twenty, seventy, and fifty yards broad at those points. In many parts the depth, after heavy rains, was five feet and commonly two. The marsh contains many springs and supplies the town with water, but the exhalation covers the city with a thick fog morning and evening, and engenders dysentery. It is a little extraordinary that we never saw a mosquito in Ashantee. I could find none but bird-sye views of the city, which were uninteresting, presenting nothing but the thatch of the houses. It was encircled by a beautiful forest, which required more time than I could spare, and a more expressive pencil to portray. Coomasie is an oblong, four miles in circumference. Four of the principal streets are half a mile long and from fifty to a hundred yards wide. The streets are all named, and a superior captain in charge of each. The palace was situated in a long and wide street running through the middle of the town, from which it was shut out by a high wall, terminating at each end of the marsh, when it was discontinued, that being a sufficient boundary. I reckoned twenty-seven streets in all, which I have laid in a ground plan of the town. The small grove at the back of the large market-place was called Sammopone, or the Spirit House, because the trunks of all the human victims are thrown into it. The bloody tracks daily renewed, showed the various directions they had been dragged from, and the number of vultures on the trees indicated the extent of the recent sacrifice. The stench was insupportable, and the visits of panthers nightly.

The Asanteans persisted that the population of Coomasie, when collected, was upwards of one hundred thousand. I say when collected, because the higher class could not support their numerous followers, or the lowest large families, in the city, and therefore employed them in plantations, generally within two or three miles of the capital, where their labours not only feed themselves, but supply the wants of their chief, his family, and more immediate suite.

Perhaps the average resident population of Coomasie is not more than from twelve to fifteen thousand. — *Coomasie and Madgala*, by Henry M. Stanley.

A SOLDIER'S VIRTUE.

A still more celebrated epigram by Simonides refers to the battle of Thermopylae; and it is a striking fact that the same poet who, when an elderly man, had celebrated the victory at Marathon, the first struggle with the Persians, should be called ten years afterwards, and should still retain sufficient poetical power to record the chief events of the second Persian invasion. The epigram, it will be seen, has a special reference to the Spartans who fell at Thermopylae along with that king Leonidas, whose march to that place was impelled probably by a feeling in their government that as Athens had gained the victory at Marathon without assistance from the Peloponnesians, it was now Sparta's turn to take the lead. This is the epigram: —

"Go tell the Spartans, thou that passest by,
That here obedient to their laws we lie."

Christopher North says as to this noble epigram: "This but two lines, and all Greece for centuries had them by heart. She forgot them, and Greece was living Greece no more." The lines, indeed, simple as they are, contain the very essence of those elements which go to make military virtue and patriotic fidelity. We do not undererate the love of glory or the sense of honour in war, or in public service of any kind. We may admire that class of warriors whom the English poet thus addresses: —

"Oh, ye brave,

Who risk to glory, or the grave!"

But these are not the highest feelings that should enter into a soldier's career. Obedience to lawful supreme command is the life-blood of military virtue; and this epigram, as well as the noble act which it records, illustrates that truth. The combatants at Thermopylae are not made to boast of their courage; what they ask the passer-by to announce at home is, that they lie there in *obedientia* to the Jaws or commands of their countrymen. They were sent out to stand in the gap in defence of Greece against the myriads of Asia, and were bid to die rather than retreat. They did so, and that is the simple report they wished to be conveyed to Sparta. The effect of which they did correspond with the virtue which the deed displayed by shaking the confidence of the enemy and animating Greek courage, not only at the time, and during that crisis, but in subsequent and similar dangers in after ages. This virtue of obedience, it is thought, is the great distinction which gives pre-eminence to one military nation over another. If we find that of two nations, one has its fighting men animated mainly by a sense of duty, and the other mainly on which side the ultimate victory will be. In the two greatest warriors of the present century, this sense of duty was the paramount feeling, both in their own minds and as impressed by them upon their followers. Neither of them can have been indifferent to fame, but duty is what they both preached and practised. On the last day of Nelson's life, and we may add, the last day (for the time) of the existence of a French navy, the watchword for the fight remained the fleet of what was expected of the men — to do their duty; that was all, but that was enough. Nelson fell, while England had the reward of victory. It is this simple rule which prompts the exertions of the true soldier, described in Wolfe's favourite song as one "who's business 'tis to die" — The Greek Anthology. By Lord Naseau.

MRS. BROWN AT PUTNEY.

Mrs. Welks, she's all for the water, though born brought up by a uncle as were in the marine stores, and come to be transported in the end, and 'd been a purser or something like that; though in my opinion he were recover of stolen goods; she were cut out for a bumble-beat woman herself, and that's why she always likes to live near the water side; as I consider the Broadway, Ammanorith, the next thing to, not ten minutes walk from it. So when she asked me about going to the boat race last year, I says, "Oh no thank you, not for me, as shan't never forget a setting on the wireduck, as the railway goes over the river by, with my legs a-danglin like the hedge of a prescripter, with the trains nearly a-shakin you off in passin", and I am sure she were a little bit on; and then she did say to me, "You're a nice one to give us lunch, as wasn't ever to go round, and only six bottles of beer". I were that disgusted as up I jumps, furnished as I were, I come by train with nothing but a Bumble cake and a glass of ale, as I got at the station; so you don't letch me a-goin to the boat race no more unless I can see it comfortable from dry land. — *Fun*.

It were a fine day, I mussey, though a fog on the river, as come by the bus myself for to meet 'em at the other side of Putney Bridge; and a good stop to where the boat were to be awatin' for us. They told me ten puntin'; and there I was all arf-past nine down by the water-side, dressed like Queen Victoria herself in a piece-colored plump cape-and-sleeves-as-fitted close to the figger, and a black silk shirt and white flowers in my bosom, with a extra shawl, and my basket with the pie and cake in, and the beer packed-safely.

It was a more clever crowd as the dratted Mrs. Welks, and 'd lot come a pullin, up in the boat as were full enuf a-ready.

"Ah! there you are," says she, "basket and all; just like you" so out all got, and she says, "And ere's Mrs. Ambet, and Miss Pittick, and my niece Jane, and er young man, and er Uncle Bowless as is used to the sea, and two young friends of mine in the name of Ollis and their Aunt Tabby."

So I says, when we'd 'ad a little ale and biskit of a genteelouse "Mussy on us, Mrs. Welks, there ain't no room in that boat for me." "That there ain't," says Uncle Bowles, "for we're overcrowded already, and if you steps aboard we're swamped, that's all."

Says them young Ollises, "Oh! we'll take

Mrs. Brown and Aunt Tabby, as is serroued to death, in a ranian, if Jane Stork will come too." I says, "In a wot? I won't go in none of them new-fangled fooleries of boats, with iron's stickin' out, as is like floatin' on a toothpick." "Oh! no," they says; "that's an outrigger. We means this boat, as you and aunt will just fill, and you must steer, 'cos ain't got a stiff elber. It were a roomy boat, with a green railin round the seat to 'old you in; so said I were agreeable, and what the old 'comat were stow'd in, I got in, though it were werry wobbly till I got seated, and then they give me a couple of ropes as was tied to the boat behind me. I says, "Wat's these for?" "Why, to steer," says Tom Ollis. I says, "I can't steer." "Why?" says his brother, "any fool can do that; you've only got to pull at the ropes accordin' to which way you wants to go."

Well, there was a good many a lookin' on, particular some young gents in trowsers and jerseys, as they said was a rowin' lot. One on 'em says, "You'll steer like a fish, Mrs. Brown, never fear."

Well, when we was in the boat, them two young Ollises, as come the bounce a good deal, a-makin believe as they knew all about it, says, "Now, mind you keep us the right side." I says, "Oh! yes, in course; but do be off," 'cos the other boat-load were gone, as 'ad got my basket a-board, and were even so far ahead, as I could see, as they'd begun to drinkin the beer.

Whether it was the mud as we was stuck in, or the weight, I don't know, but we never should 'ave got floated in this world if a lot of them young gents in the jerseys hadn't took an amble up of, a-learin' like mad, into the river with a skip, and never rung up set, and made that there old Aunt Tabby to get up in the hair, and come down on my let corn like a 'atchet. I won't be an' enable for your life if you goes on like that, says the young fellow nearest to me, as were pulled all over the place at to bust itself; "why you ain't steerin' a bit," I says, "I am, but a pullin' at both ropes like mad."

"Pull the left," says one. "No, you means the right," says the other. "Whichever you mean?" says I. "You're taken we the wrong side of the river," they botholler.

I give a violent tug at one of them ropes, as seemed to fit us send us on like mad in among a lot of other boats. "Pull the right rope, says Ned Ollis, "I tell you," and I give it a good tug, as sent us into a sort of boatful of people, as reglar seafarin' by their langwidge, and one on them took 'old of our boat and sent it a-spinning. So I give the other rope a pull, as would've been all right enuf, if that old catamaran 'adn't got old of it, with her crooked arm some ov, and took and sent a tap across the other side.

Well, I gets both the ropes in my own, 'ands again, as was nearly breakin' my arms, and 'd made both my sleeves break out at the arm's holes. "Don't go into the shore like that," said the heldest Ollis. "I will," I says, "for 'ow else am I to 'get out' of the way of all these 're boats as is runnin' into us?" Just then the one as were a-settin in front of us, as were a-purser like mad, seemed for to miss 'tip with his ear somehow, for it was up in the hair, and so did 'e's eels in my face, and he shot backards with 'is ear'd in his brother's stomach, as knocked 'im over. "I thought as he'd broke is back, but he'd 'nt," as he picked 'isself up; and then the other blow'd 'im up upright, and he says, "It weren't my fault, it's all Mrs. Brown's. 'Ow could I 'elp it, as wasn't never in a boat afore?" "Well," says the other, "no more wasn't I, not to pull." I says, "You're a good for nothing couple of young fresh water pilots, that's wet you are, till any one aboard a vessel to be drawed ed like this." I says, "Pull to the bank this instant." He says, "Wait till we've picked up, 'e'll be drowned." So when he'd got it I didn't make no more bones about it, but pulls that string as took the boat dose agin a bank. "You can't land," says one, "it's all 'oy houses." I says, "I don't care where it is, but I gets out there young Waggersome. "Come on," I says, to the old aunt, wouldn't get out, though.

I'd took and run the boat close agin the stump of a tree as I 'kethed 'old on, and tool and jumped ashore like a bird, as couldn't be called dry land, though bein' all squash like, but that were better than the bottomless pit. So them young chaps began to check me, and say as I could stop where I was if I wanted to be drowned. So I says, "If it's private property I'm sure they'll let me stop till I get a boat," for I see it were a sort of a highland. So I says, "You go on and don't you bother about me, my good boy. Go on your own way and look after your aunt."

It certainly were a warn marshy spot at I'd go on to, and when a steamer come by, the waves as it made exploded me 'arf up to my knees, and at last one boat came up with a man as wanted fire-shillie's to put me ashore. I says, "Go on with your rubbish, I won't pay it if I as to stop 'ere till my friends in the big boat comes by." "Ah!" he says, "You wants to stop there till 'ig water do you? All right," and off he goes. So there I kept a standin' till the water

INSTITUTIONS.

MANCHESTER FIRE INSURANCE CO., LTD. OF MANCHESTER AND LONDON.

THE Underwritten have appointed Agents for the above Company at Hong Kong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & CO. of 1888, Hong Kong, 15th October, 1868.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & CO. Agents, Royal Insurance Company, 1617, Hong Kong, 1st October, 1874.

THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & CO. Agents, 1888, Hong Kong, 26th July, 1872.

PROBLEMS.

PHENIX FIRE INSURANCE COMPANY.

THE Undersigned, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premium will be allowed upon insurances effected with this Company.

DOUGLAS LA PRAIRIE & CO. Agents, 1192, Hong Kong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies granted at current rates on Manilla Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the amount of Premium contributed by each, the remaining third being carried to Reserve.

OLYMPIAN & CO. General Agents, 1191, Hong Kong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS £100,000 TABLES.

POLICIES granted on **MARINE RISKS** to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy Holders annually, in cash, ALL THE PROFITS of the Underwriting Business previous to amount of premium contributed.

RUSSELL & CO. Agents, 1192, Hong Kong, 26th July, 1872.

HONGKONG MARKETS.

As Reported by **W. H. PARKER** on 18th August, 1874.

COTTON GOODS.

OCTOBER MARKET. No. 15, per lb. per piece £10.00 — £11.00.

Per piece £10.00 — £11.00.

GAM. SHIRTINGS. 747 lbs. per piece £10.50 — £11.00.

White Shirtings. 56 lbs. per piece £10.50 — £11.00.

White Broadcloth. 60 lbs. per piece £10.50 — £11.00.

White Broadcloth. 40 lbs. per piece £10.50 — £11.00.

White Broadcloth. 20 lbs. per piece £10.50 — £11.00.

White Broadcloth. 10 lbs. per piece £10.50 — £11.00.

White Broadcloth. 5 lbs. per piece £10.50 — £11.00.

White Broadcloth. 2 lbs. per piece £10.50 — £11.00.

White Broadcloth. 1 lb. per piece £10.50 — £11.00.

White Broadcloth. 1/2 lb. per piece £10.50 — £11.00.

White Broadcloth. 1/4 lb. per piece £10.50 — £11.00.

White Broadcloth. 1/2 oz. per piece £10.50 — £11.00.

White Broadcloth. 1/4 oz. per piece £10.50 — £11.00.

White Broadcloth. 1/2 dwt. per piece £10.50 — £11.00.

White Broadcloth